

Regulatory Knowledge

CASR 61 Privileges and Limitations of Type Rating

CASR 61 – Privileges and Limitations of an Aircraft Type Rating

62.375	<p>Aircraft Category/Class Type Rating Privileges</p> <ul style="list-style-type: none"> - Holder can only exercise privileges of licence in an aircraft of a particular category / class aircraft rating. - Type Rating is not required if operating as Cruise Relief and holding a Cruise Relief Type Rating - Additional Rating may be required for IFR, Night VFR, Night Vision, Low Level, Flight Instruction, Flight Examination. - Holder of MPL/ATPL/ATPL may operate under IFR/Night VFR without holding an Instrument Rating. <p>Categories : Aeroplane, Helicopter, Powered-Lift Aircraft, Gyroplane, Airship Class : Single-Engine Aeroplane, Multi-Engine Aeroplane, Single-Engine Helicopter, Powered Lift Aircraft, Single-Engine Gyroplane, Airship</p> <p>Note : Single-Engine Aeroplane includes Multi-Engine Centreline Thrust and Multi-Engine Aeroplanes under 61.050</p>
61-395	<p>Recent Experience for Passenger Flights</p> <p>90 Days : 3x Take-offs & 3x Landings (Aircraft or Simulator) – BY DAY - (each Takeoff to 500 ft AGL) 90 Days : 3x Take-offs & 3x Landings (Aircraft or Simulator) – BY NIGHT - (each Takeoff to 500 ft AGL)</p> <p>The 90 day requirements are considered met if:</p> <ul style="list-style-type: none"> - In the past 90 days passed an IPC/OPC/Night Vision Check/Instructor Check/Flight Review with at least one (day and night) take-off and landing; or - Successful participant in a 61.040 approved Operator Check & Training System (specific approval for night)
61-775	<p>Minimum Experience to Exercise Type Rating gained in a Simulator</p> <p>For Type Rating conducted in a simulator – for PIC, holder requires at least 25 hours of flight time as a pilot of an aircraft covered by the rating. This requirement is met for Turbo-Jet aircraft if holder has:</p> <ul style="list-style-type: none"> - At least 1,000 hours flight time as a pilot of a turbo-jet aircraft; or - At least 2,000 hours and at least 500 hours PIC of turbo-jet aircraft
61.780	<p>Differences Training for Type Variant</p> <p>Where differences training is required to for a variant the holder of a type rating must under go that differences training prior to exercising the privileges of the type rating on that variant.</p>
61.785	<p>Single vs Multi Crew Operations</p> <ul style="list-style-type: none"> - Holder of a multi-crew type rating only authorised to exercise privileges in a multi-crew operation - Single Engine Pilot Type Rating requires approved training course in multi crew operations to operate multi crew after 01.Sep.15
61.790	<p>Operating Type Under IFR</p> <ul style="list-style-type: none"> - Holder can only exercise privileges of Type Rating under IFR if flight test for rating was under IFR; or holder has completed an IPC in an aircraft covered by the rating.
61.795	<p>Recent Experience on Aircraft Model</p> <p>Holder can only exercise privileges of Type Rating in an aircraft model covered by the rating if within the previous 24 months:</p> <ul style="list-style-type: none"> - Exercised the privileges of the rating in the aircraft model; or - Passed a Type Rating Flight Test or Flight Review in the aircraft model; or - If differences training is required under 61.055/61.060 for the aircraft model – completed the differences training.
61-800	<p>Flight Review</p> <ul style="list-style-type: none"> - Exercise of the Type Rating Privileges requires a valid Flight Review for the Rating. - Flight Review is valid for (end of) 24 months; original expiry stands if renewal check is within last 3 months. - Flight Review is validated by TRT/IPC/OPC/Night Vision/Aerial Application Check, Instructor/Examiner PC, as well as Operational Rating or Design Feature Training in an aircraft of the class covered by the type rating. - Flight Review is considered for holder participating in an Operator 61.040 Approved Check and Training System for operation of an aircraft type covered by the rating.

CASR 61 – Privileges and Limitations of an Aircraft Type Rating

61.805

Instrument Proficiency Check

Holder of a Type Rating may exercise the privileges under IFR only if holding a valid Instrument Proficiency Check (IPC) for the aircraft type covered by the rating.

- Not Single Pilot Turbine; and
- Valid for 24 (end of) months after a Flight Test (IPC/TRT/ATPL/OPC, etc) of that Type of aircraft; and
- If an Instrument Endorsement Flight Test is passed more than 6 months of the Type Rating Test in an aircraft of that Type; then IPC is valid for 24 (end of) months after the Endorsement Flight Test.
- Anytime when operating as a successful participant in a 61.040 approved Operator Check & Training System for IFR Operations in aircraft of that type. This approval is only valid for operations conducted by that operator.
- If a renewal check is completed within 3 months of the expiry of an IPC, the 24 month validity commences from the original expiry date.
- Any failure to successfully complete an IPC invalidates an Instrument Rating for the type of aircraft belonging to the category of aircraft in which the check was failed (includes Aircraft, ME Aircraft, Helicopters).

Systems Knowledge

Various Questions – See [Quizlet B737 Systems](#) Questions

Normal Procedures

Various Questions – See [Type Rating PDF](#)

Limitations & Memory Items

FCOM Limitations section – See Quizlet [FCOM Limitations](#) and [Checklist Memory Items](#) study sets.

Flight Tolerances and Support Calls

CASR61 MOS Proficiency Tolerances (see Quizlet for [A1/FCOM/CTM Deviation/Limit Support Calls](#))

CASR61 MOS Check Tolerances {Sch 8; Tbl 2/5 20.May.21}

Taxi	± 1.5m of centerline
Heading	± 5°; Initial Assy ± 20°; Steep Turns ± 10°; Lim Panel ± 15°
Airspeed	Climb: -0/+5 kts; Level/Descent/Limited Panel : ± 10 kts (M.02) Glide: -5/+10 kts; Final/Assy: -0/+5 kts
Altitude	± 100 ft; Limited Panel: ± 200 ft; Minima -0/+100 ft
Turns	Angle of Bank: ± 5°
Landing	Touchdown: Within TD Zone; Centerline: ±2 m
Limited Panel	Heading ± 15°; Altitude ± 200 ft; Speed ± 10 kts
Steep Turns	Angle of Bank: ± 5°; Altitude ± 100 ft
2D/3D Lateral	± 5° or Azimuth Track Guidance ± ½ scale CDI deflection Within specified RNP
3D Vertical	± ½ scale deflection; or ± 75 ft RNP BARO VNAV - Transients in excess of 75 ft / ½ scale for Config acceptable.

Civil Aviation Safety Regulations 1998 : 61 Pilot Licencing (Type Rating)**61.375 Limitations on exercise of privileges of pilot licences—ratings**

- (1) This regulation applies to the holder of a pilot licence.
- (2) The holder is authorised to exercise the privileges of the licence in an aircraft of a particular category only if the holder also holds, as the associated aircraft category rating for the licence, the aircraft category rating for that category of aircraft.

Note: An aircraft category rating has effect only in conjunction with the licence for which it is granted. It does not authorise the exercise, in the aircraft category covered by the rating, of the privileges of any other licence held by the holder of the rating: see the definition of associated in regulation 61.010.

- (3) The holder is authorised to exercise the privileges of the licence in an aircraft, other than an aircraft mentioned in subregulation (5), only if the holder also holds an appropriate aircraft class rating for the aircraft.
- (4) For subregulation (3), either of the following is an appropriate aircraft class rating for an aeroplane in the single-engine aeroplane class:

- (a) the single-engine aeroplane class rating;
- (b) the multi-engine aeroplane class rating.

- (5) The holder is authorised to exercise the privileges of the licence in:

- (a) a multi-crew aircraft; or
- (b) an aircraft:

- (i) that is certificated for single-pilot operation; and
- (ii) for which a single-pilot type rating is required by a legislative instrument under regulation 61.060;

only if the holder also holds the appropriate pilot type rating for the aircraft type.

- (6) However, the holder is not required to hold the pilot type rating for the aircraft if:

- (a) the person is acting as a cruise relief co-pilot for the aircraft; and
- (b) the person holds a cruise relief co-pilot type rating for the aircraft type.

- (7) The holder is authorised to conduct an activity mentioned in column 1 of an item in table 61.375 in the exercise of the privileges of the licence only if the holder also holds the rating mentioned in column 2 of the item.

- (8) However:

- (a) the holder of a multi-crew pilot licence with an aeroplane category rating is authorised, without holding an instrument rating, to pilot an aeroplane in a multi-crew operation:

- (i) under the IFR; or
- (ii) at night under the VFR; and

- (b) the holder of an air transport pilot licence with an aeroplane category rating is authorised, without holding an instrument rating, to pilot an aeroplane:

- (i) under the IFR; or
- (ii) at night under the VFR; and

- (c) the holder of an air transport pilot licence with a powered-lift category rating is authorised, without holding an instrument rating, to pilot a powered-lift aircraft:

- (i) under the IFR; or
- (ii) at night under the VFR.

Table 61.375 Activities for which ratings are required

Item	Column 1 : Activity	Column 2 : Rating
1	An operation under the IFR, other than an operation mentioned in item 2	Instrument rating
2	A private operation under the IFR	Either: (a) instrument rating; or (b) private instrument rating
3	An operation at night under the VFR	Either: (a) night VFR rating; or (b) instrument rating
4	An operation at night using a night vision imaging system	Night vision imaging system rating
5	A low-level operation	Either: (a) low-level rating; or (b) aerial application rating
6	An aerial application operation below 500 ft AGL	Aerial application rating
7	An activity mentioned in paragraph 61.1165(a), (c), (d), (e) or (f) in an aircraft	Flight instructor rating
8	An activity mentioned in paragraph 61.1165(g), (h) or (i)	Either: (a) flight instructor rating; or (b) simulator instructor rating
9	An activity mentioned in paragraph 61.1190(a), (c), (d), (e) or (f) in a flight simulation training device	Flight examiner rating

61.395 Limitations on exercise of privileges of pilot licences—recent experience for certain passenger flight activities

- (1) The holder of a pilot licence is authorised to pilot, during take-off or landing, an aircraft of a particular category carrying a passenger by day only if the holder has, within the previous 90 days, in an aircraft of that category or an approved flight simulator for the purpose, conducted, by day or night:
 - (a) at least 3 take-offs; and
 - (b) at least 3 landings;while controlling the aircraft or flight simulator.
- (2) The holder of a pilot licence is authorised to pilot, during take-off or landing, an aircraft of a particular category carrying a passenger at night only if the holder has, within the previous 90 days, in an aircraft of that category or an approved flight simulator for the purpose, conducted, at night:
 - (a) at least 3 take-offs; and
 - (b) at least 3 landings;while controlling the aircraft or flight simulator.
- (3) For paragraphs (1)(a) and (2)(a), each take-off must be followed by a climb to at least 500 ft AGL.
- (4) The holder is taken to meet the requirements of subregulation (1) if:
 - (a) within the previous 90 days, in an aircraft of that category or an approved flight simulator for the purpose, the holder has:
 - (i) successfully completed a relevant check or review; or
 - (ii) passed a flight test for a pilot licence or a rating on a pilot licence;that includes at least one take-off and at least one landing; or
 - (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation in an aircraft of that category; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that category.
- (5) Also, the holder is taken to meet the requirements of subregulation (2) if:
 - (a) within the previous 90 days, in an aircraft of that category or an approved flight simulator for the purpose, the holder has:
 - (i) successfully completed a relevant check or review; or
 - (ii) passed a flight test for a pilot licence or a rating on a pilot licence;that includes at least one take-off, and at least one landing, at night; or
 - (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation at night in an aircraft of that category; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that category.
- (6) In this regulation:
relevant check or review means any of the following:
 - (a) an instrument proficiency check;
 - (b) a night vision imaging system proficiency check;
 - (c) an instructor proficiency check;
 - (d) an operator proficiency check;
 - (e) a flight review.

61.400 Limitations on exercise of privileges of pilot licences—flight review

- (1) For this Part, successful completion of a flight review for a rating on a pilot licence requires demonstration, to a person mentioned in subregulation (2), that the holder of the rating is competent in each unit of competency mentioned in the Part 61 Manual of Standards for the rating.
- (2) For subregulation (1), the persons are as follows:
 - (a) CASA;
 - (b) the holder of an approval under regulation 61.040 for this regulation;
 - (c) a pilot instructor who is authorised to conduct a flight review for the rating.
- (3) The flight review must be conducted in:
 - (a) an aircraft that can be flown under the rating; or
 - (b) an approved flight simulator for the flight review.

61.770 Privileges of pilot type ratings

Subject to Subpart 61.E and regulations 61.775 to 61.805, the holder of a pilot licence and a pilot type rating is authorised to exercise the privileges of the licence in an aircraft of the type covered by the rating.

Note 1: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

Note 2: The aircraft types for which pilot type ratings may be granted are set out in legislative instruments under regulations 61.055 (multi-crew aircraft) and 61.060 (single-pilot aircraft).

61.775 Limitations on exercise of privileges of pilot type ratings—flight test in flight simulator

- (1) This regulation applies to the holder of a pilot type rating for a type rated aircraft that is a multi-engine turbine-powered aircraft if the holder passed the flight test for the rating in a flight simulator.
- (2) The holder is authorised to exercise the privileges of the rating as pilot in command only if the holder has at least 25 hours of flight time as pilot of an aircraft covered by the rating.
- (3) The holder is taken to meet the requirements of subregulation (2) if the holder has:
 - (a) for a type rating for a turbojet-powered aeroplane:
 - (i) at least 1 000 hours of flight time as pilot of a turbojet-powered aeroplane; or
 - (ii) at least 2 000 hours of flight time, including at least 500 hours of flight time as pilot of a turbojet-powered aeroplane; or
 - (b) for a type rating for a turboprop-powered aeroplane:
 - (i) at least 1 000 hours of flight time as pilot of a turboprop-powered aeroplane; or
 - (ii) at least 2 000 hours of flight time, including at least 500 hours of flight time as pilot of a turboprop-powered aeroplane; or
 - (c) for a type rating for a turbine-powered helicopter:
 - (i) at least 1 000 hours of flight time as pilot of a turbine-powered helicopter; or
 - (ii) at least 2 000 hours of flight time, including at least 500 hours of flight time as pilot of a turbine-powered helicopter; or
 - (d) for a type rating for a powered-lift aircraft:
 - (i) at least 1 000 hours of flight time as pilot of a multi-engine turbine-powered helicopter or powered-lift aircraft; or
 - (ii) at least 2 000 hours of flight time, including at least 500 hours of flight time as pilot of a multi-engine turbine-powered helicopter or powered-lift aircraft.

61.780 Limitations on exercise of privileges of pilot type ratings—variants

- (1) This regulation applies if:
 - (a) the holder of a pilot type rating passed the flight test for the rating in:
 - (i) an aircraft model covered by the rating (the first variant); or
 - (ii) an approved flight simulator for the first variant; and
 - (b) differences training is required by a legislative instrument under regulation 61.055 or 61.060 for another aircraft model covered by the rating (the second variant).
- (2) The holder is authorised to exercise the privileges of the rating in an aircraft of the second variant only if the holder has completed the differences training for the second variant.

61.785 Limitations on exercise of privileges of pilot type ratings—single-pilot operation and multi-crew operation

- (1) On and after 1 September 2015, the holder of a single-pilot type rating is authorised to exercise the privileges of the rating in a multi-crew operation only if:
 - (a) the holder also holds a multi-crew type rating; or
 - (b) the holder has completed an approved course of training in multi-crew cooperation.
- (2) The holder of a multi-crew type rating is authorised to exercise the privileges of the rating only in a multi-crew operation.

61.790 Limitations on exercise of privileges of pilot type ratings—IFR operation

The holder of a pilot type rating is authorised to pilot an aircraft under the IFR only if:

- (a) the flight test for the rating is conducted under the IFR; or
- (b) the holder has completed an instrument proficiency check in an aircraft covered by the rating.

61.795 Limitations on exercise of privileges of pilot type ratings—recent experience on aircraft models

The holder of a pilot type rating is authorised to exercise the privileges of the rating in an aircraft model covered by the rating only if:

- (a) within the previous 24 months, the holder has:
 - (i) exercised the privileges of the rating in the aircraft model; or
 - (ii) passed the flight test for the rating in the aircraft model; or
 - (iii) successfully completed a flight review in the aircraft model; or
 - (iv) if differences training is required by an instrument under regulation 61.055 or 61.060 for the aircraft model—completed the differences training; or
- (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation in the aircraft model; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this regulation and operations in that aircraft model.

61.800 Limitations on exercise of privileges of pilot type ratings—flight review

- (1) The holder of a pilot type rating is authorised to exercise the privileges of the rating as the pilot in command of an aircraft only if the holder has a valid flight review for the rating.
- (2) For subregulation (1), the holder has a valid flight review for the rating during the period beginning when the holder successfully completes a flight review for the rating in accordance with subregulation (3) and ending:
 - (a) at the end of the 24th month after the month in which the holder completes the review; or
 - (b) if:
 - (i) the holder already has a valid flight review for the rating (the previous flight review) when the holder successfully completes the flight review; and
 - (ii) the validity of the previous flight review is due to expire within 3 months after the holder successfully complete the flight review;at the end of the 24th month after the validity of the previous flight review expires.
- (3) For subregulation (2), the flight review must be conducted in:
 - (a) if the aircraft covered by the rating is a type of single-engine helicopter prescribed by an instrument under regulation 61.063:
 - (i) a helicopter of the type covered by the rating; or
 - (ii) an approved flight simulator for that type of helicopter; or
 - (iii) a type of single-engine helicopter prescribed by the instrument as equivalent to the type covered by the rating; or
 - (iv) an approved flight simulator for that type of helicopter; or
 - (b) in any other case:
 - (i) an aircraft of the type covered by the rating; or
 - (ii) an approved flight simulator for that type of aircraft.
- (4) For subregulation (2), the holder is taken to have successfully completed a flight review for the rating if the holder:
 - (a) passes the flight test for the rating; or
 - (b) passes the flight test for an operational rating in an aircraft of the class covered by the type rating; or
 - (c) completes flight training for a design feature endorsement in an aircraft of the class covered by the type rating; or
 - (d) successfully completes:
 - (i) an operator proficiency check that covers operations in the type; or
 - (ii) a proficiency check mentioned in subregulation (5) in an aircraft of the type or an approved flight simulation training device for the purpose.
- (5) For subparagraph (4)(d)(ii), the proficiency checks are as follows:
 - (a) an instrument proficiency check;
 - (b) a night vision imaging system proficiency check;
 - (c) an aerial application proficiency check;
 - (d) an instructor proficiency check;
 - (e) an examiner proficiency check.
- (6) For subregulation (1), the holder is taken to have a valid flight review for the rating if:
 - (a) the holder is successfully participating in an operator's training and checking system for an operation in an aircraft of the type covered by the rating; and
 - (b) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that type.

Note: For general rules in relation to flight reviews, see regulation 61.400.

61.805 Limitations on exercise of privileges of pilot type ratings—instrument proficiency check

- (1) The holder of a pilot type rating is authorised to exercise the privileges of the rating under the IFR only if the holder has a valid instrument proficiency check for the aircraft type covered by the rating.
- (2) Subject to subregulations (4) and (4B), for subregulation (1), the holder is taken to have a valid instrument proficiency check for an aircraft type, other than a single-pilot turbojet aeroplane type, during the following periods:
 - (a) if the holder passes the flight test for an instrument rating, private IFR rating, multi-crew pilot licence or air transport pilot licence in an aircraft of that type—the period from when the holder passes the flight test to the end of the 24th month after the month in which the holder passes the flight test;
 - (aa) if the holder passes the flight test for the pilot type rating in an aircraft under the IFR—the period from when the holder passes the flight test to the end of the 24th month after the month in which the holder passes the flight test;
 - (b) if:
 - (i) the holder passes the flight test for an instrument endorsement in an aircraft of that type; and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;

the period from when the holder passes the flight test for the endorsement to the end of the 24th month after the month in which the holder passes the flight test for the endorsement;

- (c) if the holder successfully completes an operator proficiency check that covers IFR operations in an aircraft of that type, and that is conducted by a flight examiner who holds an instrument rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;
- (d) if:
 - (i) the holder is successfully participating in an operator's training and checking system for an IFR operation in an aircraft of that type; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that type;

the period during which the holder is successfully participating in the system;

- (e) if the holder successfully completes an instrument proficiency check for the aircraft type—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;
- (f) if:
 - (i) the holder is taken to have a valid instrument proficiency check under any of paragraphs (a) to (e) for the aircraft type (the existing check); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an instrument proficiency check for the aircraft type;

the period from when the validity of the existing check expires to the end of the 24th month after the validity of the existing check expires.

- (3) Subject to subregulations (4) and (4B), for subregulation (1), the holder is taken to have a valid instrument proficiency check for a single-pilot turbojet aeroplane type during the following periods:
 - (a) if the holder passes the flight test for the instrument rating or private IFR rating that is conducted as a single-pilot operation in an aircraft of that type—the period from when the holder passes the flight test to the end of the 12th month after the month in which the holder passes the flight test;
 - (b) if:
 - (i) the holder passes the flight test for an instrument endorsement in an aircraft of that type; and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;

the period from when the holder passes the flight test for the endorsement to the end of the 12th month after the month in which the holder passes the flight test for the endorsement;

- (c) if the holder successfully completes an operator proficiency check that covers IFR operations in an aircraft of that type, and that is conducted by a flight examiner who holds an instrument rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
- (d) if:
 - (i) the holder is successfully participating in an operator's training and checking system for an IFR operation in an aircraft of that type; and

- (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that type;

the period during which the holder is successfully participating in the system;

- (e) if the holder successfully completes an instrument proficiency check for the aircraft type—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
- (f) if:
 - (i) the holder is taken to have a valid instrument proficiency check under any of paragraphs (a) to (e) for the aircraft type (the existing check); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an instrument proficiency check for the aircraft type;

the period from when the validity of the existing check expires to the end of the 12th month after the validity of the existing check expires.

- (4) If, at any time, the holder attempts, but does not successfully complete, an instrument proficiency check mentioned in subregulation (4A) (the failed check), the holder is no longer taken to have a valid instrument proficiency check for a type of aircraft belonging to the aircraft category in which the holder attempted the failed check.
- (4A) For subregulation (4), the failed check may be any of the following:
 - (a) an instrument proficiency check for an aircraft category;
 - (b) an instrument proficiency check for multi-engine aeroplanes or helicopters;
 - (c) an instrument proficiency check for an aircraft type.
- (4B) If the holder is taken to have a valid instrument proficiency check for the aircraft type only because of the holder's participation in an operator's training and checking system, the check is taken to be valid only for operations conducted by the operator.
- (5) For paragraphs (2)(e) and (f) and (3)(e) and (f), the holder successfully completes an instrument proficiency check for the relevant aircraft if:
 - (a) CASA or a flight examiner:
 - (i) assesses the holder's competency to conduct operations under the IFR in a relevant aircraft as meeting the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check in the relevant aircraft; and
 - (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8); or
 - (b) a person mentioned in subregulation (7) assesses the holder as competent to conduct operations under the IFR in a relevant aircraft, and CASA or a flight examiner:
 - (i) conducts an oral assessment of the holder's knowledge of IFR operation procedures to the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check; and
 - (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8).
- (6) For paragraphs (2)(e) and (f) and (3)(e) and (f), the instrument proficiency check must be conducted in a relevant aircraft or an approved flight simulation training device for the proficiency check.
- (7) For paragraph (5)(b), the person is the holder of an approval under regulation 61.040 to conduct the proficiency check.
- (8) For subparagraphs (5)(a)(iii) and (b)(iii), the matters are:
 - (a) the date on which the instrument proficiency check is conducted; and
 - (b) the aircraft type to which the instrument proficiency check relates.
- (1) This regulation applies to an applicant for a pilot type rating if the applicant is not taken to meet the requirements for the grant of the rating under regulation 61.815 or 61.820.
- (2) The applicant must hold:
 - (a) a pilot licence; and
 - (b) an aircraft category rating for the category of aircraft that includes aircraft of the type covered by the pilot type rating.

Note: Subregulation (2) is satisfied, in relation to a licence or rating, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the licence or rating: see item 36 of Part 2 of the Dictionary.

- (3) The applicant must also have:
- (a) completed an approved course of training for the rating that includes:
 - (i) theory and technical training; and
 - (ii) flight training in accordance with the approved course, consisting of:
 - (A) dual flight in an aircraft of the type covered by the rating; or
 - (B) dual simulated flight in an approved flight simulator for the training; and
 - (b) passed an examination, conducted by the operator or organisation that conducted the training mentioned in paragraph (a), testing the applicant's aeronautical knowledge against the standards mentioned in the Part 61 Manual of Standards for the rating; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the rating.

Note 1: For paragraph (a), for the requirements for an approved course of training, see Division 61.B.2.

Note 2: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

- (4) For paragraph (3)(a), the approved course of training must be conducted by:
- (a) a Part 141 or 142 operator that is authorised under Part 141 or 142 to conduct the course; or
 - (b) the holder of an approval under regulation 141.035 or 142.040 to conduct the training.